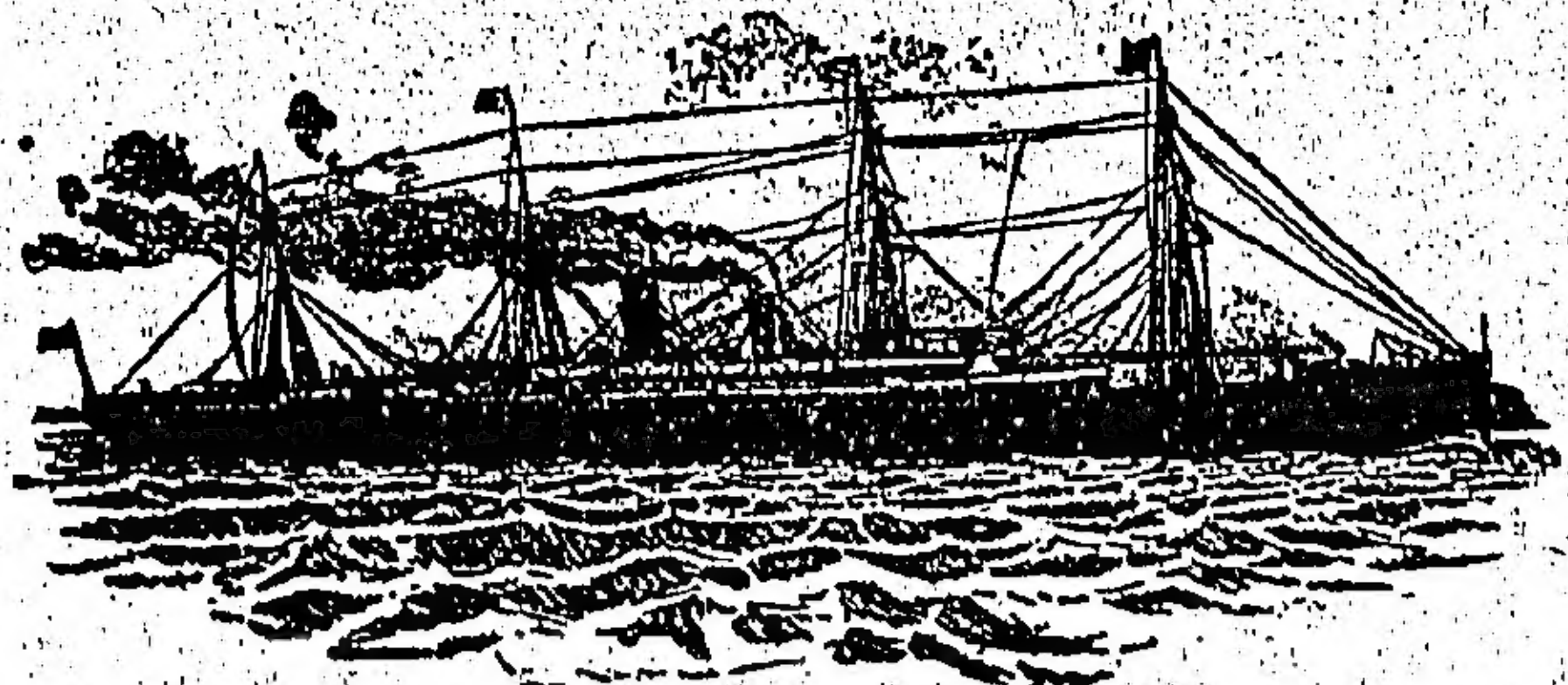


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU".....SATURDAY, 12th July, at Noon.
"CITY OF PEKING".....SATURDAY, 19th July, at Noon.
"GABRIO".....TUESDAY, 29th July, at Noon.
"HONGKONG MARU".....TUESDAY, 5th August, at Noon.
"CHINA".....THURSDAY, 14th August, at Noon.
"DOBIO".....FRIDAY, 22nd August, at Noon.

THE T. K. K. Company's Steamship "AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

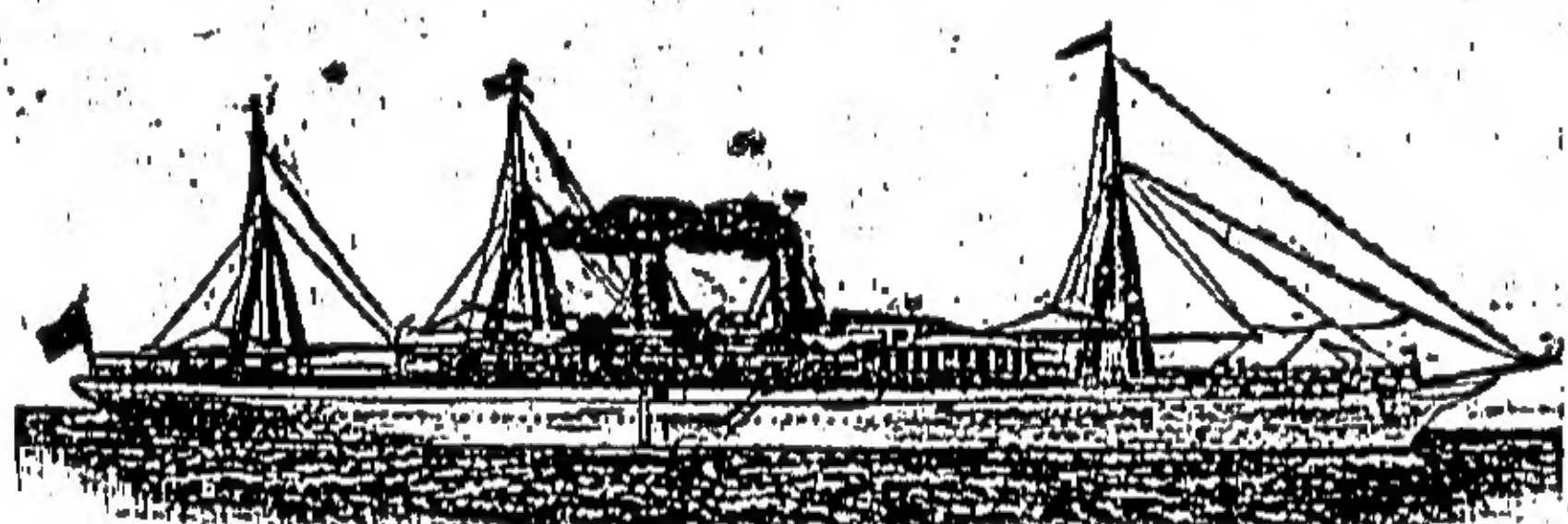
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to ports beyond San Francisco in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoices will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 3rd July, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 16th July.
"ATHENIAN".....Comdr. H. Mowatt.....SATURDAY, 26th July.
"EMPRESS OF CHINA".....Comdr. R. Archibald, R.N.R.WEDNESDAY, 6th Aug.
"EMPRESS OF INDIA".....Comdr. O. P. Marshall, R.N.R.WEDNESDAY, 27th Aug.
"TARTAR".....Comdr. E. Beetham, R.N.R.WEDNESDAY, 10th Sept.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE, OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 26th June, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
SAMBIA	HAVER, BREMEN and HAMBURG (Calling at SINGAPORE and PENANG).	15th July.	Freight.
SILESIA	HAVER and HAMBURG (Calling at SINGAPORE and COLOMBO).	30th July.	Freight and Passengers.
C. FERD. LAEISZ	HAVER and HAMBURG (Calling at SINGAPORE and PENANG).	14th Aug.	Freight.
WURZBURG	HAVER and HAMBURG (Calling at SINGAPORE and COLOMBO).	28th Aug.	Freight and Passengers.
KONIGSBERG	HAVER and HAMBURG (Calling at SINGAPORE and PENANG).	10th Sept.	Freight and Passengers.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 30th June, 1902.

Intimations.



SOLE AGENTS:
RITCHIE & Co.,
Des Voeux Road:
Hongkong, 24th June, 1902.

NEW VICTORIA HOTEL.

ROTISSERIE,
à la Carte.
CHOPS, STEAKS, etc., etc., at any time,
between 7.30 a.m. and 11 p.m.
Monthly Dinner at Moderate Rates.
Madar & Farmer,
Proprietors.
Hongkong, 2nd September, 1901.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAILERS' PATENT MOTOR
LAUNCHES,
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1902.

HONGKONG SUBSCRIPTION
LIBRARY.

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FOUNDED in 1891, by DR. CANTLIE,
and conducted for several years by
H.E. POLLOCK, Esq., K.C.

TRUSTEES:
HON. J. H. STEWART LOCKHART, C.M.G.,
G. B. DODWELL, Esq.,
R. SHEWAN, Esq.

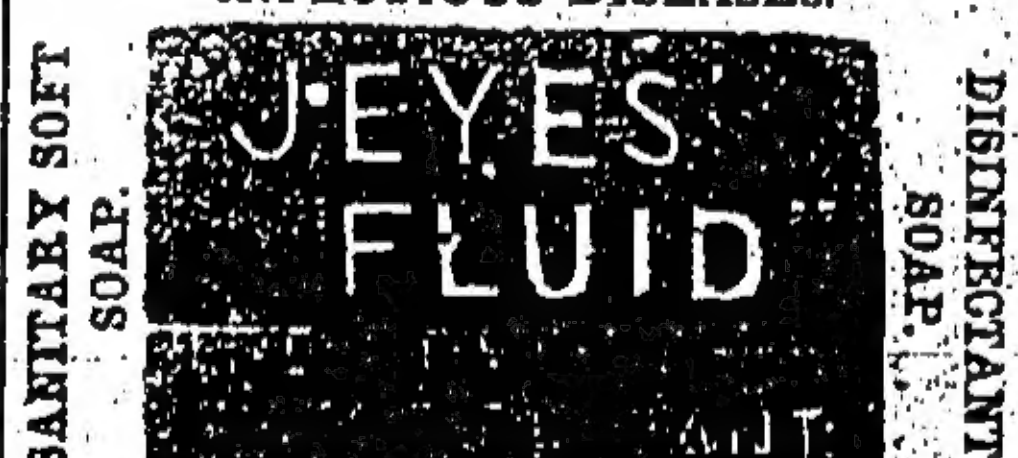
SUBSCRIPTIONS.—Payable in Advance.
\$7.50.....Per Half Year.
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\$1.40.....Per Month.

The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date.

Intending Subscribers are requested to apply to
CAPTAIN SPENCER,
Hon. Secretary and Treasurer,
Ordinance Office.
Hongkong, 28th December, 1901.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 6th March, 1902.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PEKIN."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From Persian Gulf, ex S.S. "Pachumbi."
Goods not cleared by the 7th July, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,
Superintendent.
Hongkong, 30th June, 1902.

Consignees.

"DEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "BENGLOE."
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 7th July, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 20th July, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th July, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th June, 1902.

"BARBAR" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "HEATHBURN,"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th July, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 10th July, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 30th June, 1902.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLENROY,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 7th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW,
Hongkong, 1st July, 1902.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LENNOX,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 9th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 10th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 2nd July, 1902.

NOTICE TO CONSIGNEES.

S.S. "VALETTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, and/or Company's Lighters where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. "Victoria" and "Oriental."

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,
Superintendent.
Hongkong, 3rd July, 1902.

WO SHING.

PRINTER, BOOKBINDER

AND

RUBBER STAMP

MANUFACTURER.

Moderate Prices.

No. 28, Pottinger Street.

Hongkong, 18th January, 1902.

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, NEAR THE TRAM TERMINUS, TEL. 58.

For Terms, &c., apply to the

MANAGER.

Hongkong, and July, 1902.

GO TO THE

KOWLOON HOTEL,

J. H. DOWNS,
Manager.

KOWLOON.

J. W. OSBORNE,
Proprietor.

THE CONNAUGHT HOUSE,

QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,
CIVILITY AND ATTENTION.

Apply to

TERMS MODERATE.

Hongkong, 24th May, 1902.

F. A. SILVA, Manager

[1339c]

THE BAY VIEW HOTEL.

Very best brands of Wines, Beers and Spirits only kept. Private

diners, a specialty.

Under entirely new management.

J. LACOCK.

10735c]

"BOA VISTA,"

(HOTEL SANITARIUM OF SOUTH CHINA)
MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.

574c]

Telegraphic Address: "BOA VISTA."

"METROPOLE HOTEL.

Convenient distance from town, delightful

situation.

BOARD AND RESIDENCE.

10735c]

HOTEL CENTRAL,

No. 170, Settlement, Yokohama.

THE most centrally situated Hotel in Yokohama within five minutes of Hataha (Landing Pier), Banks, Post Office and Principal Foreign and Japanese Stores.

French Cuisine. Airy and Spacious Bedrooms. Electric Light throughout. All steamers met on arrival. Tariff inclusive of board from 3 yen a day. French Spoken. English and French Billiards. Best qualities of Wines and Liquors.

Telegraphic Address: "VERISSEL" Yokohama.

L. VERISSEL,

Proprietor & Manager.

27th March, 1902.

[370d]

Intimations.

INCANDESCENT GAS LIGHT.

Attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c]

W. BREWER & Co.

BRASSEY'S NAVAL ANNUAL, 1902, \$12.

Vol. 13, Navy and Army Illustrated..... \$12.50

Bartholomew's Pocket Atlas..... 1.00

King Edward Toy Book..... 80

Twentieth Century Dictionary..... 2.75

Art Journal Academy Pictures..... 80

Pictures of the Year..... 80

Cassell's Academy Pictures, Part I..... 90

Sporting Pictures, Part I..... 90

Hongkong, 20th June, 1902.

BOXING GLOVES.

MELAUYL MARKING INK.

EGYPTIAN CIGARETTES.

INDIAN CIGARS.

[34d]

HIRANO WATER.

DISARMAMENT AT WEI-HAI-WEI.

(Continued from yesterday.)

If a new Hongkong is to be created, there ought to be something that it can feed with trade, as Hongkong is a feeder for places uncounted and easy of access. The native population can scrub along as it has always done. In this vicinity it is not to be reckoned as a trade factor, for although the Chinese compute thirty thousand as the population of the native city, it buys and sells less than a white village of as many hundred. Back over the hills there are people enough, but the only way to reach them is by climbing for fifty miles, through dust to summer and mud in winter. The local civilian white population formerly never exceeded twenty persons, are here to sell rather than to buy, and with the substitution of civil for military and naval authority there will not ordinarily be more than about one hundred white men in the town. It does not appear that the Germans have any present intention of coming anywhere near Weihaiwei with a railroad, and they alone undoubtedly right to lay rails in the province. It may be doubted if even the Chinese may initiate railway or other improvement in the province without German sanction. By

THE KIAOCHOW CONVENTION, which defined German railway and mining concessions, four years ago, it was expressly provided that Germany should have first call in any and every provincial enterprise. One paragraph of the Convention stipulated that should the Chinese at any time form schemes for the development of Shantung, for the execution of which it may be necessary to obtain foreign capital, the Chinese government or whatever Chinese might be interested should, in the first instance, apply to German capitalists. The Convention also stipulated that application should be made to German manufacturers for the necessary machinery and materials, before approaching manufacturers of any other government. Should German capitalists or manufacturers decline to take up the business, and only in that event, the Chinese were to be at liberty to obtain money and machinery or materials from sources of other nationality than German.

Nor did the Germans confine themselves in their Shantung undertakings to engagements with China. They thought it prudent to get an expression from England, and succeeded to the extent of an assurance from Lord Salisbury that his government recognized and would respect the convention. In military times this was commonly constructed to mean that had England no thought of railway construction in the province, an assumption quite reasonable in view of the intention then supposed to be entertained of using this port merely as

A MILITARY AND NAVAL STATION, and never attempting to do general business here. Whether the assurance definitely committed England or not to non-interference with German railway monopoly, seems now to be doubtful, and with a view of testing the question, application has been forwarded to London for authority to proceed with negotiations for the right of way to various inland points. If favourable action may be had, the matter will naturally go to Peking and there be considered diplomatically. No one supposes that England will seek occasion to offend Germany in this province. As the one territory of direct German authority in China, Shantung will hardly become the scene of acute differences unless some government may wish to upset the Convention of 1898. German disclaimer of intention to close the province against mining concessions to other than Germans, while not easily reconciled with the clause of the Convention summarized above, would seem to bare out complaint on any state of facts yet established, whatever else may be thought of it.

Another clause in the Convention may be read with possible profit by those who wish additional aid in constructing the diplomatic disclaimer. It provides that the Chinese government shall allow German subjects to hold and develop mining property for ten miles on each side of the two lines of German railways, and along the entire length of the lines. Places where mining operations may be undertaken are designated, along both lines. The article provides that

CHINESE CAPITAL MAY BE INVESTED in the operations, and that arrangements for the work shall be made by a joint conference of Chinese and German representatives. All German subjects engaged in such work shall be properly protected and welcomed by Chinese authorities, and profits shall be fairly divided between Chinese and German shareholders, according to their respective interests. If these terms are monopolistic, they will probably become rapidly as devised to close the door in Shantung against European mining investments and yet as justifying the German government in declaring the door not closed. The fact, as might be expected, is that German capital is in the railway alone, and no evidence has appeared that other capital will be invited or welcomed in the mines. Railway construction has now proceeded something more than one hundred miles, and the Germans are running trains inland for sixty miles or so. They expect to reach some promising coal mines in the summer, and will establish a train service to them as soon as conditions warrant it. Meanwhile they will proceed across the province, passing far south of this point. Construction has not been hurried at any time. At the present rate, indeed, seven years will have been occupied in building about three hundred miles of line. Possibly

CAPITAL HAS NOT BEEN SPECIALLY EAGER in the enterprise in spite of the good things said and written about the country. If that is the case, inducements would require to be

G. GRIBAUD for TABLE DELICACIES by every Mail.

uncommonly attractive to draw a branch line to this port though a hill region of barren surface and to which prospectors have never turned their attention. On the other hand, since one avowed purpose of the trans-provincial road is to connect the sea at Kiaochow, or at Teikwang, with the Imperial railways extending south from Peking, the connection to be made at the Shantung border, a connection within the province might be conceivable, if it did not conflict with German interests.

It may be easier than now to figure out this prospect when the London purpose in the conversion of Wei-hai-wei shall become so clear as not to permit variation of opinion regarding it. If German ambition may be gauged by the commercial strides which Germans have made in recent years all over the East, it is not likely to be satisfied if the sea terminus of its rails shall be merely a military and naval station, a dumping place for mining ore or even if it shall combine both of these functions. While German merchants and shipping lines have found it exceedingly profitable to do business at English ports, they probably feel

IMPORTANT ENOUGH TO WANT A HONGKONG of their own. There is no place where conditions so favour that effort as in this province and a proposition that they help the English to establish a commercial port which would aspire to capture the business of the North, converting thereby their own terminus into a coal yard, or a quartermaster's depot, looks just now full of holes. From all reports, it will be safe for the German Minister at Peking, or the government at Berlin, to declare that Germany has no intention of shutting out other foreign railway enterprise in Shantung, for unhappily that test in behalf of which application has gone forward to London, is believed to have substantial design behind it. Assurance that no political obstacle would be thrown in the way of a road, would probably do little more at present than give a promoter a lead in a chase for capital. He might yet be very far from inducing money to build from an undeveloped harbour, through fifty miles of mountainous nowhere, on the chance of finding a strong foreign rival at the inland end, and with the odds heavy that further indefinite construction, at an outlay not to be estimated, would be required to make the original investment productive.

Before German commercial progress became as confident as now, and before German ships and merchants were getting a large share of the business at all the foreign ports in China, prophets declared that some day, in the not distant future, this port would be

ABANDONED BY THE ENGLISH and passed over to the Germans, who might then have Shantung all to themselves. In return the Germans would obligingly get out of the Yangtze, and leave that rich stream and its tributary lands to English trade. That forecast sounded tolerably plausible when first uttered, two or three years ago, and the present shift in the status of this port might be related to it had foreign advance in China proceeded in the last two years at the pace of the preceding thirty years. By the giant strides the trade is now making, Germany has become so well entrenched in the Yangtze that it would get much the worse of the bargain if it were to quit middle China in exchange for Weihaiwei. Besides, it is not at all clear how England would be benefited if the Germans quit the Yangtze, unless they took along the Japanese, who are invading that region with all the energy and enthusiasm of a people determined to out-fight the foreigners in commercial push; and also took along the Americans, who are feeling their way there as well as in other parts of China heretofore untried.

Except on the ground, it does not much matter what destiny may be planned for this port, if it is to be of no further use as

A POLITICAL WATCH-TOWER. For that use it seemed well fitted. The traders here wonder why treasure was poured into the forts if they were not to be mounted, but it may be doubted if that question would bother them if an answer to it would remove their misgivings that the withdrawal of the military and naval forces may knock them out of business. There is clearly a boom in commercial ports in China. The leadership of Hongkong as a southern distributor, the rapid growth of Shanghai, and the crying need of housing for the bulky cargoes that reach Tientsin, find counterpart in preparations to make Tsingtau a great commercial depot, in the improvement of Chingwangtao, the one northern Chinese port that has been kept open through cold weather, and in the Russian haste to build a model commercial city at Dalny. If there is room for these new places, ill-favoured Wei-hai-wei may also crowd into the omnibus.

RIVER STEAMERS, SOHOONERS, AND LOREAS.

Patshan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powam, British steamer, 1,873, Morrison, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Hoi-tong, Chinese steamer, 409 tons, Captain Chai Wo & Co.
Tai-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Walker, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.
Hueng-shan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.
Lung-shan, British steamer, 141, Hamlin, N.N.R., Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 52, R. J. MacKenzie, China-Merchant Steam Navigation Co.

Canton and West River.
Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Sainam, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

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Intimations.

NOTICE.

THE SECOND VOLUME of BOX'S EXCHANGE TABLES, with Rates in 1/16ths from 1/10 to 1/16 down to 1/84, is now on Sale at THE "HONGKONG TELEGRAPH" Office. These Tables, which run in columns of 10, from 1/99 down to 1/10, and from 1/11 down to 1/10 or from 1/99 down to 1 cent, enable the user to arrive at the value in Dollars of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds; or to get the value in Sterling of any Sum of Dollars and Cents under \$1,000 by adding the equivalent of the Cents to that of the Dollars. By these simple means of computation a very considerable saving of time and trouble, besides securing a ready, means of proving accuracy is secured, as is illustrated in the following examples. To reduce £879.17.11 into Dollars at Exchange 1/10 1/16

£879. 0. 0 = \$9,561.926
17.11 = 9745
\$9,571.671

whereas with the other exchange books the process would be as follows:—

£800. 0. 0 = \$8,702.550
70. 0. 0 = 761.473
9. 0. 0 = 97.904
17. 0. 0 = 9.247
11 = 0.497

\$9,571.671

or to reconvert the dollars into sterling at the same rate of exchange:—

\$9,000.000 = £827. 6. 10. 8
571.000 = 52. 9. 9. 11
671 = 1. 2. 13

\$9,571.671

but by other books it would be:—
\$9,000.000 = £827. 6. 10. 8
500.000 = 45. 19. 3. 4
70.000 = 6. 8. 8. 4
1.000 = 1. 10. 1
600 = 1. 1. 3
70 = 1. 9
11 = 1

\$879.17.11.00

Every care has been taken in compiling these Tables to insure their accuracy and even as the book was being printed the last impression of each sheet was taken and carefully rechecked by two separate persons and any little errors in reading which will crop up in such works as these are carefully corrected in each copy before it is issued, thus making it a most accurate and useful book. Price for this and the previous volume, \$10 per copy.

Hongkong, 30th April, 1902. [172d]

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed. Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance. Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations. GRIMAULT & Co., Paris. Sold by all Chemists.

THE NEW FRENCH REMEDY, THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [144d]

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DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND

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Intimations.

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Hongkong, 29th January, 1902. [20d]

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Hongkong, 29th May, 1902.

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BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS

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IMPAIRED DIGESTION, LIVER DISORDERED LIVER,

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50 Cents per Box.

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SAVARESSE'S SANDAL CAPSULES

Not made of Opium; most efficacious, because absolutely pure English Oil. Full Directions. All Chemists. Insist on Savarasse's.

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CLARK'S B-41 PILLS are warranted to cure in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [48d]

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KUMANO MARU THURSDAY ISLAND, TOWNSVILLE, and BRISBANE SATURDAY, 5th July, at Noon.

SADO MARU MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID SATURDAY, 12th July, at Daylight.

SHINANO MARU* VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA MONDAY, 14th July, at 4 P.M.

MIKE MARU MOJI, KOBE and YOKOHAMA TUESDAY, 15th July, at Noon.

SANUKI MARU KOBE and YOKOHAMA FRIDAY, 18th July, at Daylight.

HIRSHIMA MARU BOMBAY, VIA SINGAPORE and COLOMBO FRIDAY, 18th July, at Noon.

IDZUMI MARU KOBE SUNDAY, 20th July, at Noon.

KASUGA MARU NAGASAKI, KOBE and YOKOHAMA FRIDAY, 25th July, at Noon.

KAWACHI MARU MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID SATURDAY, 25th July, at Daylight.

TOSA MARU* VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA MONDAY, 28th July, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 1st July, 1902.

[5d]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 14th July, 1902, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Dupuy Fromy, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via EGYPT.

This Steamer connects at COLOMBO with the a.s. "Australia," which vessel takes on her Passengers and Mails leaving that Port on the 26th instant Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 13th instant. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 2nd July, 1902. [1004d]

Intimations.

BRITISH NORTH BORNEO.

WANTED.

AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and state Salary required to

DIRECTOR OF PUBLIC WORKS, SANDAKAN. [151d]

3rd February, 1902.

DROZ & Co.,

WATCH MANUFACTURERS, ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOGRAPHS. TRADE MARKS: MAXIM, BERNA, &c.

REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL, Hongkong, 15th May, 1902. [525d]

SANG MOW,

DEALER IN Rattan Furniture, Bamboo Blinds and Matting of All Colours.

No. 45, Queen's Road, Central, Price Lists On Application. Orders Executed Promptly. H'kong, 12th May, 1902. [541d]

CHEONG SHING.

No. 30, Queen's Road Central, (Opposite to Messrs. GAUPP & Co.)

DEALERS IN Jewellery and Silks, Pearls and Jadestone Ware, Ivory Ware and Carols, Chinese Goods of all kinds.

And also General Exporters. An inspection is respectfully solicited. Good quality and good workmanship guaranteed.

Prices lower than other shops in the same line of business. [501d]

LEE LOONG.

DEALER IN Furniture, Blackwood, Plated Glass, Crookery Ware, Brass and Iron Bedsteads and Rattan Sofas for whole set.

JUST ARRIVED. Nos. 1 & 3, D'Aguilar Street, Behind Hongkong Dispensary. Hongkong, 1st May, 1902. [405d]

TAI LOONG.

1 and 3, Lyndhurst Terrace.

FOR Fancy Muslins and Piques, Flowered Delaine, Ladies' and Children's Shoes, New Chiffon Hats. Hongkong, 1st May, 1902. [1004d]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"BRAEMAR" About 10th July.

"ATHOLL" 20th July.

"HEATHBURN" 31st July.

"RICHMOND CASTLE" 1st August.

"LENNON" 11th August.

For Freight and further information, apply to

DODWELL & Co., LIMITED, General Agents.

Hongkong, 2nd July, 1902. [350d]

Intimations.



DON'T BE BLIND

TO YOUR

OWN INTERESTS
BUT FREELY USE**CARBOLACENE,**A PERFECT DISINFECTING FLUID
(NON-POISONOUS).More powerful than pure
carbolic acid.A sure preventive of all kinds of
contagious diseases.Is a most powerful insecticide,
germicide and disinfectant.

SOLE AGENTS:

WATKINS,
LIMITED.

Hongkong, 18th June, 1902. [714c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.50 per Bag of 250 lbs.SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th March, 1902. [10]

ST. JOSEPH'S COLLEGE,
HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional story with two wings. The estimated cost will amount to over \$15,000. To cover these expenses, an appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

THE CHRISTIAN BROTHERS,
Hongkong, 22nd November, 1901.

THE POPULAR

SCOTCH

IS

BUCHANAN'S**"Black and White,"**

SOLD AT ALL CLUBS AND HOTELS.

SOLE AGENTS:

LANE, CRAWFORD & CO.,
HONGKONG.**BANJOS**

STEWART AND BAUER'S

"20th Century" and "Thoroughbred"

also

"WASHBURNS."

MANDOLINES, GUITARS,

STRINGS, FITTINGS, REPAIRS.

THE ROBINSON PIANO CO., LIMITED,
Hongkong, Shanghai & Singapore.

Hongkong, 28th January, 1902.

Intimations.

A. S. WATSON
AND CO., LTD.

ESTABLISHED A.D. 1841

**AERATED - -
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EST that can be obtained, and is
skillfully Filtered on the most scientific
principles.THE MACHINERY employed is of
the latest design and most approved
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SIVE INGREDIENTS only are used.**GUARANTEEING
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Manage our Factories and their
practical knowledge and constant
supervision enables us to produce
waters of unrivalled excellence and
purity.**A. S. WATSON & Co.,**
LIMITED.

The Hongkong Dispensary.

MARRIAGE.

At Manila, P. I., on June 26th, Captain
Louis E. GARRARD, Jr., of Georgia, U. S. A.,
to Grace E. BELLE, eldest daughter of U. S. A.
Consul General O. F. Williams, of Singapore,
Residence Rochester, N. Y., U. S. A.

DEATHS.

On the 26th of June, at the General Hospi-
tal, Shanghai, of cholera, MARCUS BRIAN,
aged 42 years, chief officer S.S. *Wahm*. A
native of Pennsylvania, U. S. A., and
At the General Hospital, Shanghai, on the
26th of June, at 8.15 a.m., WILLIAM TURNER,
in his 39th year. Deeply regretted.

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 4, 1902.

LOCAL AND GENERAL.

THE FRENCH FLAGSHIP *DENTRE-
CASTEAUX* left for Chefoo yesterday.GERMAN WAR UNIFORM.—The Kaiser
has decided that the German war uniforms
shall be grey.LIBEL ACTION.—M. Le Mesurier has ob-
tained £1,500 damages against the *Ceylon
Independent* for libel.THE *CHUSAN* encountered bad weather
on her last voyage down to Singapore, and was
delayed in her arrival.A NEW MEDAL.—The King has approved
of striking a new silver medal for the opera-
tions in East, Central and West Africa.VALUABLE DECORATION.—The Shah of
Persia has bestowed upon Emperor William a
decoration of the highest Persian order. The
insignia presented to the Emperor is set with
diamonds which are valued at 25,000 marks.BARMAIDS.—A memorial by six Calcutta
hotel proprietors has been sent to the Viceroy
contending the prohibition of barmaids is *ultra
vires*, is causing heavy financial loss and asking
for the repeal of the government notification.POLICE WHISTLES sounded in the vicinity
of the New Victoria Hotel last evening, and
bar boys were having a lively time for a drunken
sailor was loose. He was promptly
ejected from the premises and wandered away
to disturb other folk.THE "G. O. M."—Members of the National
Liberal Club met on 4th inst. and drank to the
"glorious plumb, and immortal memory" of
William Ewart Gladstone. The occasion was
the third annual Gladstone memorial dinner,
at which Lord Carrington presided.LI HUNG-CHANG'S BIOGRAPHY.—Sir
Chih Chen Lofang, the retiring Chinese
Minister, will probably help to prepare the
biography of Li Hung-chang. The Minister
was for years associated with the late Chinese
statesman, and accompanied him as secretary
and interpreter during his European tour.THE SIXTH INSTALLMENT of the Chinese
Indemnity was paid over on the 30th June by
the Tao-tai to the Foreign Indemnity Com-
missioners—18 lakhs of taels. The Viceroy
Liu ordered the Tao-tai to pay it on a silver
basis, but Wang Wenshao and his other officials
in Peking have agreed to the Powers' demand
that the indemnity be paid on a gold basis.THE LEVEE.—H. E. the Officer Administer-
ing the Government has been pleased to direct
that members of the public, who are desirous
of witnessing the presentation of addresses at
Government House, to-morrow may be present
at 4.30 p.m. Heads of Government, Naval and
Military Departments and members of the
Coronation Committee, with their wives, are
invited to be in attendance at 4.15 p.m.A HUGE PONTON.—The largest floating
dock ever built has just left Shields Harbour
for Bermuda. The *Newcastle Chronicle* states
that it is 545 ft long, and its lifting capacity
15,500 tons, but by using the shallow pound
this can be increased to 17,000 tons. The iron
walls are of sufficient height to allow of a vessel
drawing 32 ft to be taken on the keel blocks.
This new dock will take the place of the old
floating dock which has been stationed at
Bermuda for the past 30 years.ANONYMOUS PLACARDS.—It is reported
from Hangchow that the Governor there has
recently received information from the British
Consul General of Shanghai to the effect that
anonymous placards have been posted in that
city by the malcontents and that, unless due
precaution be taken, it is to be feared that dis-
turbances may arise. The Governor is also
requested to give substantial protection to all
the foreigners resident at that port as well as
to their property and churches.AGROUND IN THE HARBOUR.—It is a
rare occurrence for vessels to run aground in
Hongkong harbour, so suited to navigation
that many Captains do not require pilots.
The N.Y.K. s.s. *Tambara-maru*, however, stuck
in the sand about 200 yards from the Howland
Pier shortly before noon yesterday.
She was bound for Japan and luckily, no
damage was sustained. She got off with the
rising tide after some three hours delay.
At the time of the accident there was a strong
current running.BY KIND PERMISSION of Lieut.-Col.
Baillie and Officers, the Band of the 22nd
Bombay Infantry will play at the Hongkong
Hotel to-morrow (Saturday) evening, from 8 to
9.30 p.m.PROGRAMME
March "Scout's Song" Hume.
Valse "Tosca" Boyle.
Selection "San Toy" Jones.
Polka "The deep blue sea" (Pizzolo Solo) Jones.
Selection "Reminiscences of Scotland" Odell.
Gospel "Vivats" Odell.
"God save the King."

COTTAM & CO. FOR SUN HATS.

THE WELCOME TO COLONIALS.

The message of the Duke of Connaught welcoming
the Colonials has been translated into ten
languages and was read on parade at Alexandria
Park.TIME-EXPIRED SOLDIERS.—Mr. Bro-
delick has stated that it is impossible and in-
expedient to give accurate figures of time-
expired men in South Africa and India and
elsewhere. Measures were being taken to
retain men with the colours in India.SMUGGLING PERCUSSION CAPS.—The
Birmingham Safe Company has been fined one
hundred pounds for attempting to surreptitiously
ship percussion caps to Persia concealed
between the lining of a safe. In defence they
stated that the caps had been enclosed by em-
ployees without the knowledge of the directors.THE FIRE BRIGADE.—As a result of the
appeals made by the members of the local Fire
Brigade for an increase of pay, the Government
has finally decided to offer them in addition
to the ordinary pay of \$9 per month as fireman,
an extra dollar for every fire they attend. The
members of the Brigade are not greatly in
favour of this increase.A FAMOUS WAR CORRESPONDENT.—
Viscount Wolseley on 31st May unveiled in the
crypt of St. Paul's Cathedral a memorial to the
late Mr. Archibald Forbes, for 30 years war
correspondent of the *Daily News*. The
memorial is at the south-east corner of the crypt,
near "Painter's Corner," and facing the
memorial of the seven correspondents who fell
in the Sudan.CORONATION DRESS FOR THE
QUEEN.—Her Majesty Queen Alexandra
has expressed to Lady Curzon her great satis-
faction with the embroidered dresses which
had been made in India for her Majesty under
Lady Curzon's supervision. The beauty of the
designs and workmanship has greatly pleased
the Queen and the dresses will be worn by Her
Majesty during the Coronation celebrations.WAR STATISTICS.—A *Journal* issued on the
5th June by the War Office shows that, in-
cluding the cases reported in May, the total
number who have lost their lives during the
war in South Africa has been 1,072 officers and
20,870 non-commissioned officers and men. Of
these 518 officers and 5,256 men have been
killed in action; 183 officers and 1,835 men
have died of wounds; five officers and 97 men
have died in captivity; 339 officers and 12,911
men have died of disease; and 27 officers and
771 men have been accidentally killed. Lord
Stanley, in the House of Commons, said that
14,398 soldiers had been pensioned as medically
unfit in consequence of the war.A WONDERFUL JAP CRICKETER.—In
the June *Strand* there is a story of a won-
derful cricketer, Fuji Kiwa, a most capable
young Japanese gentleman, had been in Eng-
land a little over two years. He had been
sent by a progressive and enlightened Govern-
ment to learn railway expansion to in-
vestigate and report upon the best types of
triple expansion engines and tubular boilers,
and he worked in the drawing offices and
shops of the West Central Railway Company
(Limited). But it was not only in this direction
that he worked hard, for he became positively
notorious as a cricketer, with a style most com-
pletely his own. With a partner as marvellous,
apparently, as himself, in the Gentleman v.
Players match this pair made 1948 for no
wicket. It is not surprising after this to learn
that Fuji Kiwa's 225 aggregate at the close of the
season was 5,054 runs, and his average 172.DEATHS ON THE VOYAGE TO SINGA-
PORE.—The two vessels *Seng-tong*, from
Rangoon, owners Lim Chin Tsong of 48 China
Street, Rangoon, and *Hong Wen I*, from Amoy
and Swatow, have arrived in Singapore with in-
fectious disease on board, and have been placed
in quarantine, reports the *Strait Times* of the
20th ult. The *Seng-tong* left Swatow on the
17th. On the 19th the chief officer,
Mr. Robertson, died of small-pox and on the
20th the second officer was laid up with
dysentery. Amongst the passengers there
were two deaths from cholera and five from
various diseases on the voyage. The captain,
Mr. Longman, is suffering from chicken pox.
The captain and second mate were landed on
the 20th and an ambulance took them to
hospital. The *Hong Wen I* arrived on the
25th with three suspicious cases amongst the
passengers. The following morning two proved
to be cholera and one natural debility.THE WHITE MAN IN CHINA.—In the
industrial development of China within the
next decade many opportunities for specula-
tion, if not spoliation, are likely to be offered,
says *Cassell's Magazine*, and the treaty
ports will be thronged by a crowd of characters
that are not likely to do China any good, to
increase the Chinaman's respect for foreigners
in general, or to reflect credit upon the countries
whence they come. Such people belong to
that doubtful class of foreigners that even now
are so often found hanging on the skirts of rich
Chinamen. Extra territoriality is the stock-
in-trade of this individual; he investigates
the treaties and finds he may do this and
that; he may open mines, he may go up
country, pester about and terrorize the small
officials. The Government is bound to give
him a passport, and with that and with his
Consul's protection he is afraid of no man. If
he is punished for a drunken brawl, he will
complain to his Consul; his word is always
accepted, for he is a noble white man! If the
opening up of China is to be retarded by such
characters, it is not only a misfortune for the
Chinese, but also is certain to be a source of
endless trouble for honest and decent foreigners
who may come later. It is but natural for the
Chinese to judge foreigners by their repre-
sentatives.

COTTAM & CO. FOR PANAMA HATS.

THE TAXES IN CANTON.

Further increased on the grounds that the war
indemnity has to be paid. They are reported to
be exorbitant and have caused a consider-
able grumbling from an oppressed people.MINERS STRIKE IN UNITED
STATES.—Owing to strikes at American
coal mines the United States Government are
buying up Cardiff coal. The strikers are using
dynamite in their operations. So far five
miners have been killed.THE TIENSIN CHINKIANG RAIL-
WAY.—It is reported on what seems to be
reliable authority, says the *Shanghai Times*,
that the construction of the Tientsin-Chinkiang
railway will shortly be commenced. The Ger-
man syndicate, who obtained the concession
for the work, have a corps of surveyors en-
gaged upon the route. The Tientsin terminus
will be near the south gate of the City.PEKING IMPROVEMENTS.—It is
estimated that it will cost at least half a mil-
lion taels to reorganise the police and repair
the road in Peking. Prince Su, the Com-
missioner submitted a memorial to the Throne
suggesting the sources whence this money
may be drawn. The Board of Revenue was at
first ordered to advance the sum named, but
owing to other calls on its resources, it finds it
hard to obey these instructions.A RUMOUR.—We understand that the
Chinese owned steamer *Hongkong*, trading
between here and Canton has been purchased
by a firm in the City of Rams. She will there-
fore, fly a French flag in future for by so doing
she has more facilities for landing and loading
cargoes without any restrictions from I.M.C.
Such a privilege has never been enjoyed by
any other steamer. Although we cannot vouch
for the veracity of this statement, we give the
rumour for what it is worth.TO MEET OBLIGATIONS.—The Board of
Revenue has telegraphed to all the Provincial
authorities to the effect that the interest on the
English and German loans will become due
during the current Chinese month. Governors
and other high officials in the Provinces are
required to give their earliest and best atten-
tion to the matter so that the national credit may
in no way suffer. Customs tariffs throughout
the Empire are required to take whatever
action may be necessary in the matter.FATAL BOAT ACCIDENT.—Yesterday
afternoon while a pullaway-boat was convey-
ing some coolies across the harbour an acci-
dent occurred with fatal results. It appears that
two of the crew were rowing when the sailing
attached to the oar and rowlock gave away
precipitating the men into the water. Al-
though every effort was made to rescue them
they were drowned. To-day one of the bodies
was recovered at Praya East, the spot where
the accident took place, but the other is still
missing.AN EARLY CALLER.—Shortly before five
o'clock this morning a member of the light
squadron visited a member of the light
squadron boarding establishment in Zeland Street
for the purpose of acquiring possession of that
which did not belong to him. He had got a
quantity of goods together, but in his haste
awoke a house boy who apprised the inhabi-
tants of the rude intrusion with the result that
the silliness of the morning was interrupted by
the blowing of police whistles and the scamper
of many feet. Whether the man was run to
earth or not has not transpired.THE GRAND SECRETARIAT.—The
Shanghai Times says that the Grand Secre-
tariat was at one time the Privy Council of the
Empire, but many years ago it was displaced
by the Grand Council, which has ever since
had control of all the most important affairs of
Government, while the functions of the Secre-
tariat have become merely nominal, and of no
significance whatever. Notwithstanding this
decline of influence however, to belong to the
Secretariat is one of the highest honours that can
fall to the lot of a native of this country, as its
members bear the much-coveted title of Chung-
tang. A certain prominent Censor, however,
has lately recommended the abolition of this
ancient department arguing that as it has
practically been supplanted by the Chung
Chieh (Grand Council) it has become abso-
lutely unnecessary to the Government. It is
reported that the Emperor and Empress
Dowager are inclined to consider the recom-
mendation favourably.THE NEW TREATIES.—A native contem-
porary points out that the first Treaty between
the United States and China was concluded
during the reign of the Emperor Tao Kuang,
and contained nearly thirty articles, says the
Shanghai Times. It was revised in the sixth
and sixteenth years of Kwangshu, but in spite
of the efforts to bring it up to date there can be
no doubt that many of its articles are inappli-
cable to present day requirements. The re-
lations between China and foreign states have
undergone an immense change since the
date of the last revision. The United States,
with a view to remedy this state of affairs,
has appointed Mr. Conger, Mr. Goodnow,
and Mr. Seaman as special commissioners
for drafting, in conjunction with the Com-
missioners appointed by China, a new treaty
more applicable to present day condi-
tions than the existing one. The first con-
ference of the Commissioners was held on Fri-
day at the Bureau of Foreign Affairs, Bubbling
Well Road, when the clauses which in future
are to govern inland navigation, mining mat-
ters, patent rights, etc., were the chief subjects
discussed, the American Commissioners de-
manding concessions similar to those exacted
by Sir James Mackay under the provisions of the
new British Treaty.COTTAM & CO. FOR WASHING
BOW TIES.

THE PLAGUE RETURN.

For the twenty-
four hours ended at noon to-day shows six
fatal cases.RUSSIAN TRICKS.—According to the
Universal Gazette although the Russian Gen-
eral at Tientsin has done as much as all the
other Generals in imposing unpleasant condi-
tions on the Chinese for the restoration of
Tientsin, yet the Russians have just informed
the Chinese Government that they have now
decided not to have any more to do with the
Provisional Government and will evacuate
Tientsin at once. But this is really a cunning
trick, for the Russians withdraw their troops to
Manchuria in order to strengthen their posi-
tion there, and yet they want the Chinese
Government to feel grateful to them for doing
this.

A NEW LINER FOR HONGKONG.

TYPE "NAN SANG."

The latest pattern of shipbuilding from
home arrived in the Colony but a few days
ago. She bears the name of *Nan Sang* and
belongs to the Indo-China Steam Navigation
Company, for which Messrs. Jardine Matheson
& Co. are the agents. She is a screw
steamer of some 4,034 tons, with a carrying
capacity of 6,011 tons deadweight. The Lon-
don and Glasgow Shipbuilding and Engineer-
ing Company handed her over to the Indo-
China Company at the end of March, and
on her trial trip she averaged 13.95 knots.
This however, is greatly under-estimated the
speed which is expected to be got out of
her as at the time of trial the vessel was
light and the screw only half immersed.
She is built of steel, and measures 370 ft. by
over 47 ft. extreme breadth, and is fitted with
all the latest appliances. Her cargo working
gear deserves special praise. It consists of
four newest pattern jib cranes, guaranteed to
lift three tons, four winches, and an abundance
of derricks. The cranes and winches were
made by Messrs. Clark, Chapman and Com-
pany. Her saloon is prettily fitted up with
bird's eye maple panels and the lower-work is of
mahogany. Accommodation is provided for
16 first-class passengers in airy cabins opening
out on to the hurricane deck. Provision is also
made for 20 first class Chinese, on the spar deck
amidships, which is constructed with port and
starboard alleyways, connecting the forward
and after well decks. There is also accommoda-
tion under the poop for about 50 second
class deck passengers. The main deck,
under batches, is spacious, electrically lit
and provided with the usual round ports let-
ting in an abundance of light and air. The engines
are triple expansion, of 400 nominal horse
power, and the three main boilers are of
Mauzie type. She is also provided with Bowden's
forced draught, nine DeLahou's furnaces, and a
double wire system dynamo. She is com-
manded by Captain George Payne, who has
been many years on the China coast, and is
well known and very popular in Hongkong.
He may well be proud of his ship, to which he
was specially appointed, and we hope and
expect that he will beat past records and raise
the speed average between Hongkong and
Calcutta.

INDEPENDENCE DAY.

LOCAL CELEBRATIONS.

To-day is "Independence Day," and as such
is being celebrated by the United States com-
munity in "real good" style. The national
flag is to be seen hanging out of windows and
on pulchra in various parts of the city.
Mr. Rublee, the United States Consul, and
Mrs. Rublee, Mr. J. W. Bolles, of the Standard
Oil Company, and Dr. Noble, held receptions
during the day. Captain Gilmore of the U.S.S.
Menadlock is keeping an open ship. Ameri-
cans have all day been in great evidence in
the Colony and many are to be seen wearing
ties and handkerchiefs of stars and stripes,
or eagle buttonholes. One crowd of "Yanks,"
walked through the streets singing and carrying
a large American flag, while others dis-
charged crackers in different parts of the
Colony and even in the dining room of the
Hongkong Hotel. The small community
have been trying to convey to us an idea of
how they do it in the States, where every door-
post is decorated with flags, and every citizen
is proud of the event. Besides the *Menadlock*,
the British warships in port all dressed
ship with the American flag at the
main, and many merchant ships displayed
bunting while not a few "wind-jammers"
looked spruce for the occasion. All warships
fired a noon salute to congratulate our Western
Cousins on the greatest event in their history—
the day when a Colony, cut from its mother's
apron strings, and declared itself under the
"Stars and Stripes."

NOTES FROM KWANGSI.

A SEVERE VISITATION OF PLAGUE.

Lung Chow, a town on the side of
Kwangsi province, bordering on Indo-
China has been visited by a very severe
epidemic of plague. The death-rate is reported
to be enormous, but statistics are not to hand.
The Lung Chow townfolk have come
to regard this year, the 28th year of Kwangsi,
as so unlucky that on the 1st of the 15th moon
(June 5th) they altered their calendar and made
it the 1st of the 1st moon in the 29th year of
Kwangsi. Another report says that is the town
of Lung Chow, on the 10th of June the weather
suddenly changed and became unbearably hot,
registering 70 degrees in the shade. No
wonder the people wanted a change in the
calendar.

COTTAM & CO. FOR GENTS' BATH-
ING GEAR.

TELEGRAMS.

(REUTERS.)

THE KING'S PROGRESS.

LONDON, July 2nd.
The bulletin issued at ten this morning says that His Majesty has passed another excellent night, and that he is making steady progress in all respects. The wound is much less troublesome.

LATER.

SOUTH AFRICA.

THE RETURN OF TROOPS.

Of 202,000 British troops in South Africa at the conclusion of hostilities, 70,000 are due to be brought home. To convey these troops, 39 transports providing accommodation for 40,000 men will shortly be engaged, and in addition 2,500 men will be conveyed weekly as passengers in the ordinary liners.

THE NEW DUTCH CABLE.

The First Dutch Chamber has adopted the bill ratifying the Dutch-German Cable Convention.

THE NEW DUTCH STEAMSHIP SERVICE.

The First Dutch Chamber has also adopted the bill subsidizing a steamship service between Java, China, and Japan.

AN ANGLO-FRENCH MINING CONCESSION.

An Anglo-French Syndicate has secured a Mining Concession in Yunnan covering a period of sixty years, and comprising eighty-five mines.

THE KING'S PROGRESS.

This evening's bulletin says that the same steady progress in His Majesty's condition is maintained.

The local pain is less, and the days are passed in greater comfort. The wound is beginning to heal.

(Shanghai Mercury.)

The Interlop Sports at Kobe.

THE FOUR.

Kobe, June 28th.
The four was won by Kobe, Yokohama second, Shanghai third.

The Pairs.

Kobe won the Pairs, Shanghai second, Yokohama was scratched.

Double Sculls.

In the first heat Shanghai defeated Kobe. In the final heat Shanghai defeated Yokohama.

Single Sculls.

In the single scull race Shanghai defeated Kobe easily. Yokohama did not race.

Bowls and Tennis.

In the bowls and tennis, the double and single tennis matches, Shanghai defeated Kobe.

Pingpong.

The ping-pong match was not finished.

America and the Vatican.

LONDON, June 29th.

The negotiations between the United States Government and the Vatican on Ecclesiastical Affairs in the Philippines are not proceeding satisfactorily. The Vatican's demands are regarded as impossible.

The Consuls and The Council.

JURISDICTION QUESTION SETTLED.

PEKING, June 24th.

The Diplomatic Body have practically agreed to the proposals made by the Shanghai Consuls with reference to the jurisdiction of the International and French Mixed Courts, and the decision will probably be wired to you by the time you get this.

1.—That all civil cases be tried in the Mixed Court of the Settlement in which the residence of the defendant is situated.

2.—That Police and Municipal offenders be tried in the Mixed Court of the Settlement in which the offence is committed.

3.—That civil and criminal cases in which foreigners are concerned will be tried in the International Mixed Court in those cases in which the foreigners concerned are other than French, and in the French Mixed Court when the foreigners concerned are French, irrespective of the place of residence of the Chinese concerned. The warrants of either Mixed Court will be executed in the other settlement after being vided, in the case of French warrants in the International Settlement, by the Senior Consul, and in the case of International warrants in the French Concession by the French Consul-General. No preliminary hearing will be held in either Mixed Court of extradition cases to the other Mixed Court.

THE TELEGRAM.

* The proposals regarding powers of the French and International Mixed Court have now been approved by the Diplomatic Corps at Peking. The Taotai of Shanghai having agreed to the proposals the matter has now been declared officially authorized and the Municipal Council was to be notified of the fact to-day.—German Telegram

(Mercury Times.)

The Illness of the King.

THE ASPECT OF THE SITUATION.

THE NAVAL REVIEW.

LONDON, June 29th.

A hopeful feeling is taking the place of the prevailing despondency with regard to His Majesty King Edward's condition. The street decorations have mostly been removed, but the

COTTAM & CO. FOR TRESS'S STRAW

AND FELT HATS.

Illumination devices have been allowed to stand evidently in the expectation of celebrating His Majesty's recovery. The Naval Review may possibly be held next week although most of the Foreign warships which should have participated in it have gone. Ideal summer weather prevails.

Anxiety in Shipping Circles.

LONDON, 28th June.

Great anxiety is felt in shipping circles regarding the re-transportation of the large foreign element in London to their respective homelands. The fact that the majority travelled on round-trip tickets places the steamship companies in a rather awkward position, especially as a great majority of the visitors are people of moderate means, and can ill afford the stay enforced upon them by the unfortunate illness of His Majesty King Edward.

The Settlement of the New Colonies.

LONDON, June 29th.

A Bloemfontein telegram states that settlers are taking up land in the new South African Colonies. Government hopes to create a great agricultural industry in the Orange River Colony.

(North China Daily News.)

The Bank of Japan.

TOKYO, 28th June.

The Bank of Japan has reduced the rate of interest from 8 to 7 1/2 per cent. The Bank's gold reserve shows sixteen million yen more than for the corresponding period of last year.

A Dread Visitor.

Cholera has appeared in Tokio.

(Der Ostasiatische Lloyd.)

The Triple Alliance.

BERLIN, 28th June.

The Triple Alliance convention has been signed in unchanged form at Berlin by von Bülow, Sazonov and Lans.

French and International Mixed Courts.

The proposals regarding the powers of the French and International Mixed Courts have now been approved by the Diplomatic Corps at Peking. The Taotai of Shanghai having agreed to the proposals the matter has now been declared officially authorized, and the Municipal Council was to be notified of the fact to-day.

(Echo de Chine.)

Indo-China.

M. Doumergue has made a comprehensive statement of the administrative, financial, and economical situation of Indo-China. The next Cabinet meeting will occupy itself with the choice of a new governor for Indo-China.

Humbert-Crawford Affair.

At the end of an interpellation in the Chamber of Deputies with regard to the Humbert affair, a vote of confidence was passed by 393 votes against 74 that the Government will proceed energetically against all guilty persons and will allow the matter to take its proper judicial course.

IN THE DOCK.

AT THE MAGISTRACY.

July 4th.

ABSENT FROM THE HOUSE OF DETENTION.

Allan Gardner, a vagrant, was sent to prison for fourteen days' hard labour. It appears that permission was granted him by the Gaol authorities to go and look for a job, but instead of returning in the afternoon he abused the privilege and stayed out altogether.

DANGEROUS GOODS.

Fifty dollars or two months, was the sentence passed by Mr. Hazeland upon a farmer of Shaokuiwan, for having in his possession 30 dynamite cartridges without a label attached thereto, marked with the word "Dangerous."

TIED OF LIFE.

A Chinese lad, of 19 summers, was bound over in the sum of one hundred dollars to come up for sentence when called upon for attempting to commit suicide at Kowloon on the Coronation Day. Mr. Hazeland recommended him to see the Protector of Chinese, who would give him a job.

THEFT OF A CHAIN.

A mafio of Kennedy's Repository at Causeway Bay was charged by a European Assistant with stealing a silver chain about five or six months ago. The defendant said he picked up a pawn ticket and enquired whose property it was. Another mafio said it was his, and told him if he wished to redeem it he could do so. He went to a shop in Irving Street and redeemed the chain and had worn it ever since. Mr. Hazeland dismissed the case, but called the pawn-broker forward and reprimanded him for giving the police a lot of trouble in denying at first that the chain was not pawned at his shop, and then saying it was. He must be more careful in future.

DISOBEDIENT BOATSWAIN.

James Owen, boatswain of the sailing ship *Dynamene* was charged by Capt. Snoddon with refusing to obey his lawful orders on board on the 3rd inst. in the Victoria Harbour. Mr. Hazeland enquired when the ship was leaving. The prosecutor replied in nine days' time, and said he did not press the charge, and was willing to take the man back if he would keep away from liquor. His Worship said he would send the defendant to gaol for seven days for being disobedient, and if he deserted the ship when he left prison the Captain could prosecute him again.

COTTAM & CO. FOR SUMMER

UNDERWEAR.

ASSAULTING A RICKSHA DRIVER.

Thos. Black, P.G. of the Naval Yard, was charged by a ricksha coolie with assaulting him on the 3rd inst. at the Clock Tower. The prosecutor said he was requested by the constable to drive him from Gough Street steps to the Hongkong Hotel. When the journey was completed defendant requested him to go to Blue Buildings, and at the same time struck him on the head with a stick causing it to bleed. He called a constable and gave the man in charge. Mr. Kemp fined him \$7 or 14 days, and \$1 compensation.

THE LICENSING OF PILOTS AT HONGKONG.

The Secretary of the Hongkong Chamber of Commerce forwards us the following letter which he has received:—

Hongkong, 10th June, 1902.

Sir,—As requested by the Committee of the General Chamber of Commerce we have considered the question of licensing the pilots at this port and in this connection have had before us the following letters:—

Hongkong and Kowloon Wharf Co. to Chamber of Commerce dated 2nd May.

Chamber of Commerce to the Honble. The Colonial Secretary dated 9th May.

The Honble. The Colonial Secretary to Chamber of Commerce dated 15th May.

We now beg to place before the Committee our views on this subject.

1. A considerable demand exists and has existed for years for pilots at this port more particularly for the purpose of berthing steamers at the wharves of the Hongkong and Kowloon Wharf and Godown Co.

2. Up to the present this work has been carried on by Chinese who in the past were all or nearly all well known men possessed of the requisite knowledge and capable of handling the class of vessels then visiting the port.

3. While all vessels do not make use of Chinese pilots, many Commanders find it an advantage to have a man on board with local knowledge as to the state of the tides, currents and the position of the various ships in harbour.

4. With the increasing number and size of the vessels now visiting Hongkong there is a corresponding increase in the need for a sufficient number of qualified men to act as Pilots.

5. The older class of Chinese pilots are through progression of time disappearing and their place is being taken by men not possessing the requisite knowledge for the work now demanded of them.

6. A few of the Shipping Companies are able to employ suitable men, but many Commanders are obliged on arrival at the entrance of harbour to take the first man who boards his ship without having any means of knowing whether he is capable of handling the vessel properly.

7. The risk of loss of life and property which may result from the improper handling of a vessel is too well understood to require discussion. We are strongly of the opinion which has already been expressed by the General Committee of the Chamber of Commerce that the time has now arrived when the pilots in this port should be put under proper Government Control as has already been done in the case of Masters and Engineers of steam launches.

8. We do not propose that pilotage should be compulsory but our suggestion is that no one, native or foreigner, should be allowed to act as a pilot inside Hongkong waters for any vessel (other than native sailing craft) unless he holds a certificate of competency from the Harbour Master.

9. The certificate to be issued yearly, to bear the photograph of the holder, with other necessary information. The certificate to be produced when asked for on boarding a vessel.

10. We would suggest that the fee for certificate should be a nominal one, say \$20 for first certificate and \$5 a year for renewal.

11. No limit to be placed on the number of licences issued. The question of limiting licences and forming the pilots into a regular associated body can be considered at a later day if found desirable.

12. As Master of vessels visiting this port have hitherto engaged unlicensed pilots we would suggest that should it be decided in future to issue licences to pilots a notice to this effect be inserted in the Harbour Regulations for the information of the Masters of vessels.

13. In the event of any complaint being made against a certificated pilot the Harbour Master to hold an enquiry into the matter and to have the power to punish the pilot if found guilty of the charge brought against him.

14. The complaints which should be investigated to be those of carelessness, or incompetency in navigation, insolence to the officers of the ship or officers of the Harbour Department, drunkenness or any other acts of misconduct which may militate against the efficient carrying out of a pilot's duties.

15. The persons who will have the power to ask the Harbour Master to enquire into the conduct of any pilot should be:—

The Officers of the Harbour Department

and/or Water Police.

The Master or owners of the vessel on which the pilot is engaged.

The Master or owners of any other vessel or any person whose property may have been injured (or even jeopardized) through the action of the pilot.

The Harbour Master should have the power to punish a pilot found guilty of misconduct or improper navigation by the infliction of fines or by the temporary suspension or cancellation of his certificate.

A pilot whose certificate is absolutely cancelled should not on any further occasion obtain another certificate.

GIRAULT, WINES, LIQUEURS,

BEER, and SPIRITS.

In making these suggestions it is not intended that the Colonial Government in any way accept any responsibility in issuing certificates. The examination and control of the pilots to be merely an executive function such as is carried out in Great Britain by the Board of Trade or the Trinity House.

We have the honour to be, Sir, Your obedient servants,

(Sd.) E. A. Hewitt.

(Sd.) A. Haupt.

(Sd.) W. Poate.

To: A. R. Love, Esq., Secretary, Hongkong General Chamber of Commerce.

TIENTSIN DAY BY DAY.

(From Our Own Correspondent.)

TIENTSIN, June 24th.

Last evening at the Astor House Hotel the Second Anniversary of

THE SIEGE OF TIENTSIN,

or rather the day on which the first relief arrived, was duly celebrated. Owing to the all engrossing subject of the Coronation the annual dinner had been rather lost sight of until the last moment, and it was not therefore the success it might have been in matter of numbers, nor in the presence of ladies, of whom only four put in an appearance. Those four were however among the dames most closely and consistently connected with the siege experience, namely Nurse Bourignon, Matron of our Jubilee Hospital, who was so indefatigable in her assiduous care of the wounded, and worked night and day for a whole month, cheerful, uncomplaining, and efficient throughout, though her rooms, at the hospital were looted and all her valued possessions taken. Mrs. B. Hingham, wife of our Municipal Secretary, who rendered valuable assistance in the hospitals and with Nurse Bourignon and Mrs. Droste received the Red Cross from His Majesty. Mrs. Balkuf, a plucky German lady who did good service among the German Volunteers, and Mrs. W. H. Smith the only lady war correspondent throughout the siege and the *Standard's* as well as the *Hongkong Telegraph's* representative, were the four, and a very pleasant time they had at the general board, where thankful reminiscences of the past and best wishes for the future made time pass swiftly and pleasantly. The main object of this celebration is of course to prevent the events of 1900 being forgotten in political circles. Some residents appear to think it savours of a childish desire to keep the event for ever dangling before Chinese eyes, fraught as it is with mortification and bitterness to those more enlightened Chinese with whom we have most to do. But it is rather the diplomatic body and the men of our own race whom we would annually nudge to prevent them slumbering altogether, for though some may smile and some may scoff, the events of 1900 will sooner or later, and in some degree be repeated. It would be rash at the present moment to say it will be two years hence, or five, but it is absolutely certain that the thought of revenge and plans for revenge are unceasingly maturing, and it is just because that feeling is so strong and the plans so real that the *Empire's* danger is so busy throwing gold dust in the eyes of political Peking. I underline this without hesitation because I am sufficiently convinced of what I write to invite the words being noted for future verification. Providing no Power takes the reins out of China's hand, she will drive straight over the same road again, and once again our ministers will refuse to heed a word of warning uttered in season.

TUAN-TUNG FU-SIANG & CO.

The movements of these two interesting gentlemen are being keenly watched by the intelligent Chinese who take the same view as I have first ventilated above. That these movements are not being made for potholing they are well assured. Tung Fu-siang has moved his head quarters to the Shaokuang Pass where he is in closer communication with Prince Tuan, and has also been able to appropriate the Government stores of ammunition. In this place he is accumulating vast stores of grain and other provisions, all of which is known to the Chinese Government, and in no way questioned or objected to by them. Tung has gathered round him many of his old military officers, and one of these has recently sent his wife and family to his father-in-law with a request that he will care for them as he himself will be unable to return home for two or three years. While this is going on there, in Peking the son of Prince Tuan has been secretly appointed Deputy Lieut.-General of the Peking forces. No E. H. C. has appeared in connection with the appointment as that would attract foreign attention, but it is none the less genuine. What does it mean?

TAOTAI SHEN.

Taotai Shen, who has been doing excellent work in Taiyuen-fu for the past two years has been promoted to some position in Peking. While his advancement is satisfactory, it is to be regretted that such an enlightened and useful man should be removed from Shensi where so many Missions are, and where he would be in an admirable position to note and possibly report any great military movement on the Kansuh border. It is singular how often China shifts men when they are doing well and overlooks them when they are doing ill.

RUSSIANS IN MANCHURIA.

The Russians are reported to be having severe conflicts with the brigands in Manchuria in the fastnesses of Mochang. Report has it that at first the Russians had the worst of it, but having returned with greater numbers and more guns are now trying to dislodge the brigands from their strongholds. All this may quite possibly apply to tens and not to hundreds, as the information is somewhat vague.

The weather at the moment is good and if it keeps like this for another three days every thing will be a success.

GIRAULT, for the Best assortment of

G. CONFECTIONERY.

THE CHINESE INDEMNITY.

The *Investor's Review* says: Silver has fallen about 20 per cent. since the end of 1900, and the probability is that the lowest price has not yet been reached. Nevertheless, the cruel indemnity exacted from China by the Powers who went to war with its Government and committed many unatoned-for atrocities during the summer and autumn of 1900 is to be made good in gold. It was unanimously decided the other day by the Bankers' Commission to inform the Taotai of Shanghai that the argument which sought to base the indemnity on silver payments instead of gold is untenable, and Sir Robert Hart has expressed his concurrence in this opinion. Therefore 20 per cent. has now been added to the amount originally exacted by the Powers, to the great increase of China's miseries. Surely this is

A SHORT-SIGHTED RAPACITY.

a policy of Shylock, hat holders of the Chinese loans in existence before the war occurred ought to protest against with the utmost zeal their own interests could inspire. We have from the first regarded this horrible fine upon the Chinese, most of whom were perfectly innocent of the Pekin disturbances and massacres or at emptied massacres, as a far more dangerous enemy to Chinese security holders than the worst imaginable outbreak within the country. Before that indemnity was imposed, in spite of the troubles afflicting many parts of the empire, and the hostility displayed towards the Imperial household and the Manchus, as well as the loose manner in which the several provinces held together, we regarded Chinese bonds as among the best second class investments available, but we have not been able to hold that opinion since. If this indemnity is to be exacted upon a gold basis, no matter though silver should fall to 15, 16, per cent., the certain consequence will be

A BREAK UP OF CHINA.

and the cessation of interest and sinking fund payments on part, it is not the whole, of the older debts. Meanwhile, the instalments of the indemnity already collected in silver are to be forthwith *pro rata* divided amongst the Powers, so that we shall probably have European markets flooded with silver nobody wants to buy. Each instalment, when collected and distributed, must aggravate the evil inherent in the policy so greed inspired and shortsighted. It is a matter of profound regret to us to take this view, but no other seems possible in the presence of facts.

TREATY REVISION.

The *China Gazette* of the 30th ult., says that very few details of the progress or otherwise of the Treaty Revision negotiations have leaked out lately, even in the Chinese press, which is usually kept pretty fully and correctly informed of what goes on, though the foreign papers are kept entirely in the dark by the British Commissioners. We have been able to gather nevertheless that during the past few days the negotiations have assumed a rather more definite shape and appear to have made more progress than hitherto, so much so indeed that the British and Chinese Commissioners are immediately transferring the venue of the negotiations to Nanking where it is expected, after a conference with the Viceroy Liu Kunyih.

THE FINISHING TOUCHES.

will be put upon the new treaty, and if all goes well the Joint Commissioners will then proceed on to Hankow to confer with the Viceroy Chang Chihlung. It is reported that the chief points to be discussed at Nanking and Wuchang have to do with the abolition of *likin* and the increase of the tariff, and rumour further states that some sort of *modus vivendi* is not unlikely to be come to upon both these heads, but that the details are so important and far reaching they cannot be fully discussed until after conference with the Viceroy's name.

SIR JAMES MACKAY'S MOVEMENTS.

It is with this object in view that Sir James Mackay and H.E. Lu and Sheng have accordingly decided to leave here to night for tomorrow morning for upriver on the C.M.S. as *Hingku*, whi. h. has been placed at their disposal by the Government. Messrs. Bredon, Deputy I. G. and Associate Commissioner, as well as Sir James's staff and the secretaries of Lu and Sheng, numbering sixteen or twenty in all, will accompany the party. If the negotiations at Nanking are not so successful as is hoped, the Commissioners will return to Shanghai without visiting Hankow, so that the movements of the *Hingku* for the next week or ten days will be watched with considerable interest.

Today's Advertisement.

HONGKONG

NOTICE

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT has been pleased to direct that Members of the General Public who are desirous of witnessing the PRESENTATION OF ADDRESSES AT GOVERNMENT HOUSE, may be present at 4.30 P.M. TO-MORROW, the 5th instant.

Heads of Government and Naval and Military Departments and Members of the Coronation Committee, with their wives, are invited to be in attendance at 4.15 P.M.

Full Dress.

F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 3rd July, 1902.

GIRAULT, for RED, WHITE, BLUE, GREAT SPECIALTY COFFEE.

GIRAULT, for the Best assortment of G. CONFECTIONERY.

GIRAULT, for the Best assortment of G. CONFECTIONERY.

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Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CORONER, TO-MORROW (SATURDAY), the 5th July, at 12.30 P.M., at QUEEN'S STATUE WHARF, The Steam-Launch "CHOY DO." Built of Teakwood, in good Condition and Working Order. Length 62 feet. Beam 12 feet 6 inches. Depth 5 feet 6 inches. For further Particulars apply to the Auctioneers.

TERMS—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 4th July, 1902. [653d]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, WEDNESDAY AND THURSDAY, the 9th and 10th July, 1902, at 10 A.M., at H.M. NAVAL YARD, SUNDRY NAVAL AND VICTUALLING OBSOLETE AND CONDEMNED STORES, Comprising—Four LATHES, One DRILLING and One SLOTTING MACHINES, OLD IRON, PAPER STAFF, RAGS, CANVAS, CLOTHING, IMPLEMENTS, &c., &c. The Naval Stores will be sold on Wednesday, the 9th July, and the Victualling Stores on Thursday, the 10th July.

TERMS OF SALE—As Usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 3rd July, 1902. [654d]

Notices of Firms.

NOTICE.

THE YUEN HING CHEUNG FIRM CARRYING ON BUSINESS AT MONG-KOK ROAD, YAU-MAT, IN THE COLONY OF HONGKONG, AS ENGINEERS.

THE Business of the YUEN HING CHEUNG firm hitherto carried on at Mong-Kok Road, Yau-mat, in

Post Office.

A Mail will close—

For Canton—Per *Hankow*, to-morrow, the 5th instant, at 7.30 A.M.
For Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Kumano Maru*, to-morrow, the 5th instant, at 10 A.M.
For Bangkok—Per *Sophie Rickmers*, to-morrow, the 5th instant, at 10 A.M.
For Moji—Per *Kachidate Maru*, to-morrow, the 5th instant, at 10 A.M.
For Bangkok—Per *Kong Bang*, to-morrow, the 5th instant, at 10 A.M.
For Bangkok—Per *Phranang*, to-morrow, the 5th instant, at 10 A.M.
For Europe, &c., India, via Tientsin—Per *Parranilla*, to-morrow, the 5th instant, at 11 A.M.
For Macao—Per *Heungshan*, to-morrow, the 5th instant, at 2.15 P.M.
For Shanghai—Per *Felching*, to-morrow, the 5th instant, at 3 P.M.
For Singapore, Penang, to-morrow, the 5th instant, at 5 P.M.
For Swatow, Amoy and Tamsui—Per *Daijun Maru*, to-morrow, the 5th instant, at 5 P.M.
For Manila—Per *Loongang*, on Monday, the 7th instant, at 4.30 P.M.
For Tientsin—Per *Kwaiyang*, on Tuesday, the 8th instant, at 4 P.M.
For Manila—Per *Perla*, on Wednesday, the 9th instant, at 3 P.M.
For Europe, &c., India, via Tientsin—Per *Prinz Heinrich*, on Thursday, the 10th inst., at 10.45 A.M.
For Singapore—Per *Shanghai*, on Friday, the 11th instant, at 11 A.M.
For Singapore, Penang and Bombay—Per *Blisago*, on Friday, the 11th instant, at 11 A.M.
For Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma—Per *Glenglo*, on Saturday, the 12th instant, at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, on Saturday, the 12th inst., at 11 A.M.
For Ningpo and Shanghai—Per *Shanai*, on Saturday, the 12th inst., at 4 P.M.
For Europe, &c., India, via Tientsin—Per *Ernest Simons*, on Monday, the 14th inst., at 11 A.M.
For Manila—Per *Sungking*, on Tuesday, the 15th instant, at 4 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 16th inst., at 11 A.M.
For Europe, &c., India, via Tientsin—Per *Bengal*, on Saturday, the 19th inst., at 11 A.M.
For Tientsin—Per *Namhang*, on Thursday, the 24th instant, at 4 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per *Albatross*, on Saturday, the 26th instant, at 11 A.M.
For Kobe and Yokohama—Per *Tsaiwan*, on Saturday, the 26th instant, at 4 P.M.

VESSELS IN PORT.

Steamers.
ARNOLD LUYKEN, German steamer, 1,075, G. Pavesen, 1st July—Saigon 27th June, Rice and Flour—E. A. Trading Co.
BENGLOE, British steamer, 1,939, James Potter, 30th June—Singapore 23rd June, General—Gibb, Livingston & Co.
CAPE COLONNA, British steamer, 1,783, T. Pracott, 19th June—Cardiff 29th April, Coal—Government.
CROWN OF ARAGON, British steamer, 1,474, I. G. Doward, 13th May—Saigon 8th May, General—Gillman & Co.
DAIJIN MARU, Japanese steamer, 900, T. Ogata, 2nd July—Tamsui via Amoy and Swatow 1st July, General—Mitsui Bussan Kaisha.
DR. HANS JERG KIER, Norwegian steamer, 691, H. E. Larsen, 19th June—Hilo 14th June, Sugar—Chen, Matheson & Co.
ELITE, Norwegian steamer, 1,161, H. Bruhn, 28th June—Saigon 23rd June, Rice and Flour—E. A. Trading Co.
ELSA, German steamer, 1,702, P. Schonwandt, 30th July—Hongay 28th June, Coal—Jensen & Co.
FEICHIANG, Chinese steamer, 980, J. W. Gordon, 3rd July—Singapore 27th June, General—C. M. S. N. Co.
GLENGLUE, British steamer, 2,399, G. E. Warner, R.N.R., 25th June—Shanghai 22nd June, General—Dodwell & Co., Ltd.
GLENROY, British steamer, 3,141, Forbes Selby, 1st July—London and Singapore 26th June, General—Jardine, Matheson & Co.
GLOUCESTER CITY, British steamer, 1,409, O. J. Nilsen, 24th June—Saigon 20th June, Rice and Flour—Dodwell & Co., Ltd.
HANS MENZEL, German steamer, 1,694, K. Auer, 27th June—Saigon 23rd June, Rice—E. A. Trading Co.
HEATHBURN, British steamer, 2,740, Ketley, 30th June—Manila 27th June, Oil—Dodwell & Co., Ltd.
KEONGWAI, German steamer, 1,114, S. Lauss, 29th June—Bangkok 23rd June, Rice and Wood—Butterfield & Swire.
KONO BENO, German steamer, 862, Ziegenbein, 30th June—Bangkok 24th June, Rice and Teakwood—Butterfield & Swire.
KUMANO MARU, Japanese steamer, 3,147, E. W. Haswell, 2nd July—Nippon Yusen Kaisha.
LENNOX, British steamer, 2,361, F. Wain, 2nd July—Singapore 27th June, General—Dodwell & Co., Ltd.
LISA, Swedish steamer, 998, H. Horn Dahl, 12th June—Hamburg 11th April, General—Order.
LOOSOK, German steamer, 1,021, W. Muller, 1st July—Bangkok 25th June, Rice and Wood—Butterfield & Swire.
MACHEW, German steamer, 996, H. Haryes, 2nd July—Bangkok 26th June, Rice—Melchers & Co.
MERCEDES, British steamer, 2,065, Carter, R.N.R., 3rd June—Wei-hai-wei 28th May, Ballast—Admiralty.
MICHAEL JESSEN, German steamer, 710, J. Jessen, 2nd July—Haiphong 28th June, and Hoihow 1st July, Rice and General—Jessen & Co.
NAMSANG, British steamer, 1,254, J. Young, 25th June—Hongay 22nd June, Coal—Jardine, Matheson & Co.
NESS, British steamer, 1,063, W. Peart, 1st July—Moji 25th June, Coal—Mitsui Bussan Kaisha.
ON SANG, British steamer, 1,787, J. T. Davies, 24th June—Saigon 20th June, Coal—Jardine, Matheson & Co.
PAKSHAN, British steamer, 1,235, J. Reid, 28th May—Saigon 24th May, Rice—Bradley & Co.
PELAYO, British steamer, 1,100, F. Pryn, 26th June—Shanghai 22nd June, Ballast—Chan Ahon.
PHRA NANO, German steamer, 1,021, F. van Mangelorff, 28th June—Bangkok 21st June, Rice—Butterfield & Swire.
SAGA, Norwegian steamer, 699, E. Naloi, 2nd July—Bangkok 24th June, Rice—Kin To Lung.
SEINSTE, Norwegian steamer, 617, A. Losen, 28th June—Bangkok 20th June, Rice—Chinese.
SHAKANO MARU, Japanese steamer, 2,220, Fujita, 1st June—Moji 14th June, Coal—Dodwell & Co., Ltd.
SHIMOSA, British steamer, 2,699, E. A. Chaplin, 2nd July—Amoy 1st July, Tea and General—Dodwell & Co., Ltd.

Sailing Vessels.
ADOLPH OHRIQ, American barque, 1,406, S. Amesbury, 30th May—New York 16th Jan, Petroleum—Meyer & Co.
AUSTRASIA, British ship, 2,587, Ewart, 14th May—New York 7th Mar, Case Oil—Standard Oil Co.
BELFAST, British barque, 1,810, Joseph L. Davies, 11th June—Cardiff (England) 31st Jan, Patent Fuel—Government.
COMET, British sailing-vessel, 3,000, W. G. Davis, 28th April—Kobe 11th April, Ballast—Standard Oil Co.
DYNOMENE, British ship, 1,800, John Snodden, 10th June—Cardiff 6th Jan, Patent Fuel—Naval Store Officer.
EYIE, J. RAY, American ship, 826, Kaston, 25th June—Rajang 11th June, Timber—Dodwell & Co., Ltd.
FORFARSHIRE, British barque, 1,300, R. Parry, 28th April—Geraldton (West Australia) 20th Feb, Sandalwood—Jardine, Matheson & Co.
FORREST HALL, British ship, 1,999, Logan, 28th May—New York 6th Jan, Case Oil—Standard Oil Co.
GROSVENOR, British barque, 516, Boga, 14th June—Mauritius 10th January, Sugar—Abdulla & Co.
KRIEMHILD, Norwegian ship, 995, Iversen, 12th July—Canton, (W.A.) 10th May, Sandalwood—Sander, Vieler & Co.
LEICESTER CASTLE, British ship, 2,009, R. D. Peattie, 4th Mar—New York 31st Sept, Case Oil—Standard Oil Co.
LYDERHORN, British barque, 2,868, John Williams, 23rd June—Cardiff 12th Feb, Patent Fuel—Government.
OUANA, German barque, 416, F. Tabuke, 27th June—Yap 19th June, Copra—Siemssen & Co.
VALE OF DOON, British barque, 660, J. Petersen, 1st July—Rajang (Borneo) 10th June, Timber—Sander, Vieler & Co.

SHIPPING AND MAIL NEWS.

MAILS DUE.
Indian (*Arratoon Apar*) 7th inst.
Canadian (*Empress of Japan*) 7th inst.
German (*Prinz Heinrich*) 9th inst.
American (*City of Peking*) 10th inst.
German (*Kiautschou*) 11th inst.
Canadian (*Athenian*) 15th inst.
American (*Gaelic*) 19th inst.
American (*Hongkong Maru*) 26th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Argus at Kowloon Dock.
Sungking " " "
Dynomene " " "
Dr. Hans Jerg Kier " " "
Sleipner " " "
Sierstad at Aberdeen.

PASSED THE CANAL.

Outward—20th May—*Neivenne*, 23rd May—*Prometheus*, *Indramayo*, *Ophack*, 3rd June—*Bombay*, *China*, *Candia*, 11th June—*Ulysses*, 11th June—*Bedouin*, *Ferd*, *Laeiz*, *Maritimo*, *Wurzburg*, 13th June—*Yarra*, *Queen Eleanor*, 17th June—*Banca*, *Benzvorch*, *Coningsby*, *Vulcan*, *Vikang*, 20th June—*Glamorganshire*, *Ajda*, *Sanuki Maru*, *Sithonia*, *Kiautschou*, *Tydeus*, 25th June—*Aphrodite*, *Dendighshire*, *Pingmyr*, *Glensfarg*, 1st July—*Canton*, *Idion*, *Bayern*, *Bender*.
Homeward—6th May—*Hakala Maru*, 30th 11th May—*Ceylon*, *Awa Maru*, 3rd June—*Dionides*, 11th June—*Chingwo*, 17th June—*Jawa*, 20th June—*Adria Japan*, 24th June—*Prinz Regent*, *Lutpold*, 1st July—*Loos*, *Sootra*, *Glaucus*, *Hydon*, *Saxonia*, *Huachi Maru*, *Mogut*.
Arrivals at Home—2nd May—*Standard*, *Raku*, 31st May—*Leather Castle*, 20th May—*Antenor*, *Stuttgart*, 21st May—*Malta*, 23rd May—*Nit*, 23rd June—*Indus*, *Prometheus*, 6th June—*Kaig Albert*, 11th June—*Calchas*, *Glenducky*, *Kamakura Maru*, *Hudson*, 13th June—*Freiburg*, 17th June—*Silfisia*, *Candia*, 20th June—*Tonkin*, *Princess Irene*, 25th June—*Inaba Maru*, 1st July—*Machao*, *Segevia*.

AGENDA.

Gospel Hall.
6 Arsenal Street, Top Floor,
Off Queen's Road, East.
Meetings are held as follows—

SUNDAY.

Acts 2.42 11 a.m.
Gospel Address 6 p.m.

TUESDAY.

Soldiers & Sailors Bible Class 6 p.m.

THURSDAY.

General Bible Class 6 p.m.

SATURDAY.

Prayer Meeting 6 p.m.
A hearty welcome given to all.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.
Barometer 29.75 29.75
Temperature 82 81
Humidity 81 85
Rainfall 0.34

OPUM QUOTATIONS.

Hongkong, 4th July.
To-day's quotations are as follows—

OLD PATNA High Nos. @ 500s
Low @ 490s
NEW PATNA @ 495s
BENARES @ 485s
NEW MALWA @ 490/1000s
OLD @ 1000/1000s
PERSIAN—Best quality @ 500s

EXCHANGE.

Hongkong, 4th July.
ON LONDON, Telegraphic Transfer 8 9/16
Bank Bills on demand 18 1/2
Credits, 4 months' sight 19
On demand, 4 months' sight 19 1/2
ON BERLIN, (demand) M. 1.53
ON PARIS, Bank Bills, on demand 2.16
Credits, 4 months' sight 2.20
ON NEW YORK, Bank Bills, on demand 42
Credits, 30 days' sight 42 1/2
ON BOMBAY, Telegraphic Transfer 12 1/2
On demand 12 1/2
ON SHANGHAI, Telegraphic Transfer 74
Private 30 days' sight nom.
ON YOKOHAMA, T.T. 19 1/2 prem.
Sovereigns, Bank's Buying Rate \$11.53
Gold Leaf 100 touch, per tael \$25.55
Bar Silver 24 1/2
Dollars nom.

VISITORS AT THE HONGKONG HOTEL.

Andrews, D. W. Katsch, E. A.
Armynne, Mr. and Mrs. Kennedy, Mrs. E. L.
Babonier, Kneip, F.
Bailey, W. S. Lam, A. E.
Balboy, Mr. and Mrs. Lons, W. H. R.
and family Magowan, R. J.
Barlow, B. J. Mast, S. E.
Barlow, F. C. Milton, Mr. and Mrs.
Barrett, J. L. Moraes, J. C. de
Bayle, J. T. Murphy, Mr. and Mrs.
Bell, J. T. E. O.
Bennett, J. V. Nason, Mr. & Mrs. H. L.
Berger, Dr. Blom, G. E.
Black, J. Beggar, Mr. & Mrs. R.
Blom, G. E. Osbourne, R. H.
Bonner, E. A. Osbourne, Mrs. W. W.
Bonnet, F. Osbourne, H.
Bower, Dr. Picher, A. J.
Brown, J. W. Plant, I. Showell
Buttsworth, Major Purvis, Mrs. O.
Campbell, Mr. & Mrs. Reeve, Miss
O. F. Rankin, J.
Clark, Dr. F. Richardson, H. F.
Clay, Mrs. O. M. Rosenfeld, J.
Cole, G. C. Ross, L. E.
Colson, J. S. Sampson, H. W.
Crago, Dr. J. M. Schandels, K. A.
Cronin, J. Schouw, C.
Dalziel, E. Shultry, K.
Derbyshire, F. H. Street Dr. L. A. B.
Dickins, Major R. and Mrs. Simmers, Mr. and Mrs.
valet R. B.
Downing, T. C. Simon, A.
Dunn, Dr. H. C. Skott, C.
Edwards, F. W. Stevins, E. A.
Edwards, T. Stephens, Mr. & Mrs.
Esrom, F. M. J. J.
Evans, N. G. Sullivan, Thos. M.
Fisher, H. G. Swaby, T.
Frel, N. Symonds, A. P.
Glover, C. Terkelsen, O.
Goldsmith, H. E. Thomson, Dr. J. C.
Grant, A. W. Thomas, L. J.
Grant, John Thomson, Ross
Gray, L. Tyler, E. H.
Hayter, A. Walker, W. B.
Heaps, E. O. Warner, A.
Higgins, F. R. Warren, Mr. and Mrs.
Hills, F. W. Watkins, C. A.
Hollingsworth, A. Weaver, Mrs. L. F. and
Hopkins, J. R. family
Hosler, Mrs. C. B. Whitley, W. J. G.
Howard, Thos. Whittion, Mrs. A. M.
Hulke, Mr. and Mrs. N. William, A. J.
Hunter, Dr. W. Winkie, H. L. Van
Jaffi, D. Woods, J. R.
Johansen, Mr. E. Woolner, Mr. & Mrs.
Joseph, Mr. and Mrs. O. E.

THE CONNAUGHT HOTEL.

Aisa, Mrs. & children. Moore, Mr. J. H.
Alfred, Mrs. Monsey, Mrs. K. W.
Breckenridge, W. N. Patrick, Dr. H. C.
Bruton, G. Mr. Reiber, F.
Cleland, Mrs. & child Stanford, W. E.
Dufour, Mrs. White, Mr. and Mrs.
Dyson, H. R. J. W.
Miller, Mr.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Benson, Capt. and Mrs. Hughes, Mr. and Mrs.
Berkely, Sir Henry Owen
Blood, G. Jeffries, H. N.
Braxton, Ralph A. Johnson, C.R.A., Lieut.
Brayne, H. F. R. Col. R. F.
Brown, R. E., Col. L. F. Johnson, Mr.
Bryant, G. H. Libeaud, E. V.
Chapman, Mrs. Libeaud, E. V.
Clarke, W. G. Martin, R.
Cockell, Edgar McDermott, A. P.
Comrie, A. F. Mitchell, Robert
Cotnam, J. F. Osborne, R. A., Major
Dani, Mr. and Mrs. G. Otto, W.
Denny, D.A.A.G., Major Pitt, R.N., Mr. John
and Mrs. Rennie, A. H.
Drayson, Mr. & Mrs. Ross, Alexander
Dunsford, Mrs. & child Rumsey, R.N., Hon.
Edwards, Mrs. R. Murray
Ferrier, A.R.D. Lieut. Sawyer, Mrs.
Finke, A. Sinclair, A.
Forbes, Andrew. Spalckhaver, W. C. C.
Grant, G. C. Lindsay. Thomson, J. S.
Hamilton, Major Wheeler, W. H.
Hansen, Bertram E. Wilson, J. A.
Houten, J. von Wilson, Mrs. W. and
Hughes, Col. child

CRAIGIEBURN.

Denison, Mrs. A. Rowand, Lieut. A.
Georg, Mr. and Mrs. C. Surplice, Mr. and Mrs.
Heemskirk, J. J. B. F. R. G.
Helms, W. Whitley, R.A.M.C., Major
Hug, Mrs. E. M. J.
Sister, Govt. Civil Hos- Wilgess, H. J.
pital

VISITORS AT THE KOWLOON HOTEL.

Crockett, Mrs. McDonnell, Capt.
Crockett, Miss. Pedersen, O.
Hatherall, Major and Robnett, Paymaster &
Mrs. 22nd Bombay Mrs. J. D. U.S.N.
Infantry Robnett, Master
Hebden, S. Valentine, Mrs.

VISITORS AT THE QUEEN'S HOTEL.

Ablom, Mr. Marshall, Mr. & Mrs.
Beach, Oliver. Mitchell, J. H.
Brandstetter, Capt. and Palmer, Lieut. 5th
Mrs. L.H.C.
Cohen, Miss. Ross, S.B.C.
Johnson, G. J. Taylor, Geo. D.
Judah, Mr. & Mrs. and Wheeler, Mr. and Mrs.
child Wilson, W. Jas.
Keith, Mr. and Mrs.
and a child

CHINA COAST METEOROLOGICAL REGISTER.

July 3rd, 1902, p.m.									
STATION	HOUR	BAROMETER	TEMPERATURE	HUMIDITY	DIRECTION	FORCE	WEATHER		
Wladivostok	7 a.m.	29.77	59	SE	3	f			
Nagasaki	7 a.m.	29.77	59	SE	3	f			
Hakodate	7 a.m.	29.77	59	SE	3	f			
Tokio	7 a.m.	29.77	59	SE	3	f			
Kobe	7 a.m.	29.77	59	SE	3	f			
Nagasaki	7 a.m.	29.77	59	SE	3	f			
Kagoshima	7 a.m.	29.77	59	SE	3	f			
Oshima	7 a.m.	29.77	59	SE	3	f			
Naha	7 a.m.	29.77	59	SE	3	f			
Ishigakijima	7 a.m.	29.77	59	SE	3	f			
Taihou	7 a.m.	29.77	59	SE	3	f			
Taihu	7 a.m.	29.77	59	SE	3	f			
Tainan	7 a.m.	29.77	59	SE	3	f			
Koshun	7 a.m.	29.77	59	SE	3	f			
Pescadores	7 a.m.	29.77	59	SE	3	f			
Gutlati	7 a.m.	29.77	59	SE	3	f			
Sharp Peak	7 a.m.	29.77	59	SE	3	f			
Swatow	7 a.m.	29.77	59	SE	3	f			
Canton	7 a.m.	29.77	59	SE	3	f			
Hongkong	7 a.m.	29.77	59	SE	3	f			
Victoria Peak	7 a.m.	29.77	59	SE	3	f			
Gap Rock	7 a.m.	29.77	59	SE	3	f			
Macao	7 a.m.	29.77	59	SE	3	f			
Haiphong	7 a.m.	29.77	59	SE	3	f			
Manila	7 a.m.	29.77	59	SE	3	f			
Malate	7 a.m.	29.77	59	SE	3	f			
Bacolod	7 a.m.	29.77	59	SE	3	f			
Hilo	7 a.m.	29.77	59	SE	3	f			
Cebu	7 a.m.	29.77	59	SE	3	f			
C. St. James	7 a.m.	29.77	59	SE	3	f			

July 4th, 1902, a.m.

Wladivostok 7 a.m. 29.77 59 SE 3 f
Nagasaki 7 a.m. 29.77 59 SE 3 f
Hakodate 7 a.m. 29.77 59 SE 3 f
Tokio 7 a.m. 29.77 59 SE 3 f
Kobe 7 a.m. 29.77 59 SE 3 f
Nagasaki 7 a.m. 29.77 59 SE 3 f
Kagoshima 7 a.m. 29.77 59 SE 3 f
Oshima 7 a.m. 29.77 59 SE 3 f
Naha 7 a.m. 29.77 59 SE 3 f
Ishigakijima 7 a.m. 29.77 59 SE 3 f
Taihou 7 a.m. 29.77 59 SE 3 f
Taihu 7 a.m. 29.77 59 SE 3 f
Tainan 7 a.m. 29.77 59 SE 3 f
Koshun 7 a.m. 29.77 59 SE 3 f
Pescadores 7 a.m. 29.77 59 SE 3 f
Gutlati 7 a.m. 29.77 59 SE 3 f
Sharp Peak 7 a.m. 29.77 59 SE 3 f
Swatow 7 a.m. 29.77 59 SE 3 f
Canton 7 a.m. 29.77 59 SE 3 f
Hongkong 7 a.m. 29.77 59 SE 3 f
Victoria Peak 7 a.m. 29.77 59 SE 3 f
Gap Rock 7 a.m. 29.77 59 SE 3 f
Macao 7 a.m. 29.77 59 SE 3 f
Haiphong 7 a.m. 29.77 59 SE 3 f
Manila 7 a.m. 29.77 59 SE 3 f
Malate 7 a.m. 29.77 59 SE 3 f
Bacolod 7 a.m. 29.77 59 SE 3 f
Hilo 7 a.m. 29.77 59 SE 3 f
Cebu 7 a.m. 29.77 59 SE 3 f
C. St. James 7 a.m. 29.77 59 SE 3 f

On the 4th at 10.37 a.m. The barometer has

fallen in S.E. Japan, risen over the Loochoos.
The depression continues to move Northeast-
ward and lies now off the S.E. coast of Japan.
Gradients slight on the China coast. Moderate
S.W. winds in the N. part of the China Sea.
Forecast: moderate S.W. winds fair.

F. G. FIGG, Acting Director.

Hongkong Observatory, July 4th, 1902.

PROJECTED SAILINGS.

DESTINATION.	VESSELS.	DATE.
Anping, &c.	Maidzura Maru	July 9
Bombay, &c.	Hiroshima Maru	July 10
Bremen, &c.	Princess Irene	Sept. 18
"	Prinz Heinrich	July 10
"	Sachsen	July 27
"	Kiautschou	Aug. 2
"	Boyer	Aug. 11
Cebu & Hilo	Kailong	July 11
Fiume &c.	Marina Victoria	July 11
Foochow &c.	Anping Maru	July 16
Haue & Hamburg	Sambisa	July 15
"	Silesia	July 30
"	C. Fred. Laeis	Aug. 14
"	Wurzburg	Aug. 28
"	Königsberg	Sept. 10
"	König Albert	Sept. 4
"	Darmstadt	Oct. 1
"	Hamburg	Oct. 29
"	Preussen	Oct. 15
Kobe	Izumi Maru	July 20
Kobe & Yokohama	Sanuki Maru	July 18
"	Tsinau	July 26
Liverpool	Idomeneus	July 13
"	Tydeus	Aug. 20
London	Alicious	July 10
"	Speedon	Aug. 2
"	Olysses	Aug. 5
"	Paramas	July 15
"	Benledi	July 15
"	Telemachus	Aug. 10
"	Shanghai	July 11
Manila	Longsang	July 7
"	Rosetta Maru	July 12
"	Perla	July 9
"	Sungking	June 12
Marseilles, &c.	Sado Maru	July 12
"	Kawachi Maru	July 26

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July 4th.

R. G. HECKFORD,
MANAGER.